

The China Mail.

Established February, 1845.

VOL. XL. No. 6862.

號九十月一十年四十八百八千一英

HONGKONG, SATURDAY, NOVEMBER 29, 1884.

日二十月十年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GOSNOLD STREET & Co., 27, Cornhill. GORDON & GUTHRIE, Ludgate Circus, E.C. 4. BAKER HENDY & Co., 31, Walbrook, E.C. 4. SAMUEL DRAOON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & FAYAT, 39, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney.

SAN FRANCISCO.—AMERICAN PORTS generally.—BLAIR & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore. O. HAINES & Co., Manila. Messrs. A. de Mello & Co., Saigon. QUINN & Co., Amoy. WILSON, NICHOLLS & Co., Fuzhou, Hsiao & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS.
UNION BANK OF LONDON, LD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3% per annum.
" 6 " " 4 " " " "
" 12 " " 5 " " " "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE-MATSON,
Manager.
Hongkong, September 15, 1884. 1556

Notice of Firm.

WE beg to give notice, that we intend to OPEN A BRANCH of our Firm, as Public TEA INSPECTORS and COMMISSION AGENTS, in CANTON, for the coming Tea-Season.

MARGESSON & Co.
Macao, 24th November, 1884. 1979

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premises for the year ending 31st December last, in order that the PROPORTION OF PROFIT for that year may be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, September 1, 1884. 1467

NOTICE.

THE attention of Connoisseurs in MANILA CIGARS is invited to our Stock of 'SPECIAL VIGOROS', a smoke made to our order from the finest leaf Tobacco of the Philippines. In Boxes of 100 price \$3.50.

A. S. WATSON & Co.
Hongkong, November 3, 1884. 1867

NOTICE.

SAUVLET, BEACONSFIELD ARCADE, will OPEN A MUSIC SCHOOL in Hongkong, on the 1st December next.

Terms Monthly.
SINGING, Two Lessons a Week.....\$2.
PIANO, Do. Do. Do.\$3.
VIOLIN, Do. Do. Do.\$5.
Hongkong, November 24, 1884. 1977

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COCK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. 256

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

MANAGING PARTNER, NOTICE, the Company now propose COLLECTING and DELIVERING CLOTHING, &c., ONCE A WEEK as follows:—

On and after MONDAY, the 20th Instant, COLLECTION will be made from No. 1 or Western District.

On TUESDAYS, From the Upper Levels of No. 2 or Central District.

On WEDNESDAYS, From the Lower Levels of No. 2 or Central District.

On THURSDAYS, And from No. 3 or Eastern District.

DELIVERIES in each District will be made on the corresponding days in the succeeding week.

ALEX. BAIN,
Manager.
Hongkong, October 13, 1884. 1740

For Sale.

LANE, CRAWFORD & Co. ARE NOW SHEWING THEIR New Christmas Toys.

THIS Year's PARCEL contains ELECTRICAL and MECHANICAL TOYS; also a Splendid Assortment of NOVELTIES:—

A 'MASCOTTE'

MECHANICAL CLOWN and MYCE.
" CIRCUS RIDER.
" ENGINES.
" RACE GAMES.
" SMOKING MAN.
" DANCING FIGURES.
" CHICKEN.
" SPEAKING DOLLS.
" MAZ and PLO.
" GUINIA PLO.
" JOCKEY and HORSE.
" MONKEY and DOG.
" COCK FIGHT.
" CHINA GUNSHOTS.
" CHINAMAN.
" MACHINE GUN.
" GUN BOAT.
" DUMPTY SHOW.

MUSICAL MONKEY.
" TOP.
" CORNETS.
" NIGGERS.
" PLATES.
" DEPARTERS.
" ENGINES.
" SUPERIOR SNAKES.
" CHINESE BATTLE.
" TOY ARTILLERY.
" GUN BOATS.
" SUNDAY TOYS.
" THE MYSTERIOUS CABINET.
" FRENCH & ENGLISH DOLLS.
" DRESSED.
" JOINTED.
" SURPRISE.

YANKEE DOLL.
" MODEL BOXKIT.
" MA and PA.
" SPRAYING.
" DOLLS' TRUNNIONS and DRESSES.
" DOLL and BATH, SKIPPING ROPES.
" WHIPS, FISH and BALLS.
" THE GAME OF GHOQUEE.
" THE PLEASURE BOX.
" PARLIAMENT GAME.
" ELECTRIC BOATS and STEAM ENGINE.
" SHOOTING and RACE GAMES.
" THEATRE TARGET, FORTRESS.
" WORLD and PICTURE PUZZLES.
" DRAWING SCHOOL, STORM.
" FIREMEN and SOLDIERS OUTFIT.
" SWIMMING BATH.
" WOOL RATTLES and BALLS.
" INDIA-RUBBER FIGURES.
" BOOKING and FOLD HORSES.
" LEAD SOLDIERS, POTPOONS.
" WHEELBARROWS, HORSES.
" CARPENTERS' TOOLS.
" NOAH'S ARK and ANIMALS.
" TELESCOPE BLOCKS.

A FIVE-ROOMED DOLLS' HOUSE, AND
A LARGE FATHER CHRISTMAS.

NEW COSAQUES & CRACKERS.
Hongkong, November 22, 1884. 1986

ROBERT LANG & Co.,

Tailors, Hosiery, Shirtmakers & General Outfitters,

QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Superfine BLACK CLOTH DRESS SUITS, THIRTY DOLLARS.

Hongkong, November 20, 1884. 1569

W. POWELL & Co.

VICTORIA HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL.
Ex Gentlemen.
The New ERIKSON CORN for Ladies Winter Dresses.
SPECIALITIES in Cheap Dress Materials.
New JACKETS and DOLLS.
FUR TRIMMINGS, CAPES and MUFFS.
INFANTS' CASHMERE EMBROIDERED CLOAKS.
SPECIALITIES in Ball Room Fans.
Black and Light Coloured Silk Gloves.
2, 4, 6, and 10-BUTTON KID GLOVES.
All Kinds of Hosiery and HATS.

Black SILKS and BROCHES SILKS.
Plain, Black and Brochéd SILK VELVETS.
Very Handsome MILLINERY VELVETS.
Dressed Gown, SLIVER and STEEL.
Beaded BOWTIE CROWNS and LACES to match Velvets.
GOSAMERS in all COLOURS.
New FLOWERS, FEATHERS and HAT ORNAMENTS.
INFANTS' WOOL HATS, SHIRTS and PETTICOATS.
Ladies' WOOL SHAWLS in large variety.
Hongkong, November 15, 1884. 1931

JUST LANDED, IN SPLENDID CONDITION,
ANOTHER CONSIGNMENT OF

OVERSTRUNG TRICHORD COTTAGE

PIANOS,
BY ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE,
Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$250.
On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.
Lessons given in Singing and on the Pianoforte.

Apply to
Prof. A. VITA,
2, Alexandra Terrace.
Hongkong, October 24, 1884. 1798

JUST RECEIVED EX 'GLENEAGLES'

AN ENTIRELY NEW AND CAREFULLY SELECTED

STOCK OF WINTER GOODS:—

LADIES' AND CHILDREN'S SHOES.

MOUSQUETAIRE, KID AND SILK GLOVES.

GENT'S EVENING GLOVES AND TIES.

Ladies' and Children's MILLINERY, HOSIERY, CORSETS, TOWNERS, Children's MADE DRESSES and BONNETS, WOOLLEN GAITERS, INFANTS' JACKETS, PETTICOATS, BOYS' JERSEY SUITS, PLAIN and FANCY DRESS MATERIALS of NEWEST SHADIS, PLAIN and TEXTURE, VELVETS, VELVETEENS, PLAIN and SHOT PLUSHES, PLAIN and SHOT SILKS, STAMPED VELVET and SILK BROCHES, EVERY NOVELTY for EVENING WEAR, GRENADINES, GUAZES, LACES, LACE FLOUNCINGS, FIGURED NETS, GIMPS, FRINGES, CLAUSES, BUTTONS, FANS, FAN GIMBLES, FLOWERS, FLOWER DRESS SETS, WRAPS, and a Large Variety of OTHER GOODS suitable for the Season.

GATE & FAIRALL,
Queen's Road.
Hongkong, November 15, 1884. 1928

For Sale.

FOR SALE.

JULES MUM & Co's
CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.
Pils.....\$21 " " " "

Dubos Frères & Co's Champagne & Co's
BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Bree'
WHISKY, —\$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 13, 1884. 1187

For Sale.

FOR SALE.

A BORROUGHS & WATTS'
BILLIARD TABLE.

Complete with CUES, POOL, PYRAMID, &c., &c., MARKING BOARD, RESTS, EXTRA CLOTH, &c., &c.

Just arrived per Glenfalloch.

LANE, CRAWFORD & Co.
Hongkong, November 4, 1884. 1865

Now on Sale.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

BY
DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.
HONGKONG, 1877-1883.

Part I. A-K.....\$2.50
Part II. K-M.....\$2.50
Part III. M-T.....\$3.00
Part IV. T-Y.....\$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1883. 151

For Sale.

FOR SALE.

MINERVA-BRUNNEN.

A DELICIOUS NATURAL MINERAL WATER in Cases of 48 Bottles @.....\$7.00.
do. 48 Quarts @.....\$6.00.

Apply to
RUSSELL & Co.
Hongkong, November 10, 1884. 1897

See Woo.

TAILOR, DRAPER & OUTFITTER,
No. 55, Queen's Road Central, Hongkong.

HAS NOW LANDED, FOR SALE:

ALL KINDS of AUTUMN and WINTER WOOLLEN CLOTHS.

DAMASK, REP, and CRETONNES for Curtains and Covering Furniture.

CHENET'S Gentlemen's New Zephyr Black, Drab, and Brown FELT HATS.

All Sorts of Fancy and Black SILK SCARVES, TIES, WHITE DRESS TIES.

WOOLLEN WRAPPERS, Coloured and White KID GLOVES.

WOLLEN MERINO UNDER SUITS and SOCKS.

White TABLE CLOTHS, NAPKINS, SILK & CAMBRIC HANDKERCHIEFS, and TOWELS.

Best KINDS of TOILET PERFUMES and SOAPS.

DAVON'S BOOTS, SHOOTING BOOTS, SHOES and TENNIS SHOES, &c., &c.

AT LOW PRICES.
Hongkong, October 25, 1884. 1806

For Sale.

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND 'DUC DE NORMANDIE,' —THE OLDEST BUTTER.

PACKING ESTABLISHMENT IN NORMANDY.

In 1lb tins and Cases of 48 tins each. Sold in Quantities of not less than one dozen tins, at 86 per Dozen.

Reduction made to Purchasers of one case and upwards.

G. R. LAMBERT,
Sole Agent.
Hongkong, October 4, 1884. 1683

Publications.

PUBLICATIONS BY J. DYER BAILL.

CANTONESE MADE EASY.—A Book of SIMPLE SENTENCES in the Cantonese Colloquial with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

'We most cordially recommend it.'—China Review. 'Will be found to supply a want long felt by students of Cantonese.'—Daily Press. 'Mr. BAILL'S Notes on Cantonese and Grammar will be found very valuable.'—China Mail.

'EASY SENTENCES in the HAKKA DIALECT WITH A VOCABULARY.'—Price, \$1.

'The Sentences given appear to be well arranged.'—China Mail. 'Contains a wide range of subjects.'—Chinese Recorder, &c. 'An extensive Vocabulary.'—Daily Press.

FOR SALE at Messrs. KENT & WALSH, W. BARNES, and LANE, CRAWFORD & Co's, Hongkong, and at Messrs. TRIMMER & Co's, London.

Hongkong, January 23, 1884. 143

To Let.

TO LET.

NOS. 7 and 8, SEYMOUR TERRACE, Nos. 3 and 4, PRATA'S HALL, No. 18, HOLYWOOD ROAD, No. 25B, PRATA CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, November 28, 1884. 2001

To Let.

NOS. 1 and 6, RICHMOND TERRACE, Bon-lun Road.

The Premises lately occupied by Messrs. SAYLE & Co. ('VICTORIA EXCHANGE') in Queen's Road, with Dwelling-house above and Godown on Ground-floor. To be let either in conjunction with Store catergorially. Possession from 1st November next.

Apply to
H. A. WOOLNOUTH,
Hongkong Dispensary.
Hongkong, October 11, 1884. 1731

Go Down to Let.

PRATA EAST AND WANGHAI ROAD.

For Particulars, apply to
SIEMSEN & Co.
Hongkong, April 26, 1882. 767

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co's Steamship
Kwangtung,
Captain Hux, will be despatched for the above mentioned Ports on FRIDAY, the 12th December, 1884, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, November 27, 1884. 1905

For Shanghai.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, TIENTSIN, NEWCHANG, HANKOW and Ports on the YANGTSE.)

The Steamship
Fu shan,
Captain Chen, will be despatched for the above Port on MONDAY, the 1st December next, at Noon.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, November 23, 1884. 2002

For Haiphong.

The Co's Steamship
Thales,
Captain POCOCK, will be despatched for the above Port on MONDAY, the 1st December, at Noon.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, November 27, 1884. 1998

For Nagasaki.

The Steamship
Cusudra,
Captain H. L. L. BRIDGMAN, will be despatched for the above Port on TUESDAY, the 2nd December, at 2 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, November 28, 1884. 1999

For Yokohama and Higo.

The Steamship
Benary,
will leave for the above Ports on THURSDAY, the 4th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, November 28, 1884. 2006

Steam to Bombay via Straits.

The P. & O. S. N. Co's Steamship
Khita,
will leave for the above place on SATURDAY, 6th December, at Daylight.

A. McIVER,
Superintendent.
P. & O. S. N. Co's Office,
Hongkong, November 27, 1884. 1997

Union Line.

FOR HAMBURG AND HAMBURG, VIA SUEZ CANAL.

The Steamship
Cassopatia,
Captain ELIAS, will be despatched for the above Ports on MONDAY, the 8th December next, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, November 5, 1884. 1872

Shire Line of Steamers.

FOR YOKOHAMA AND HIGO.

The Steamship
Courtenay,
Commander, expected here on or about the 1st Proximo, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 24, 1884. 1988

Shipping.

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOERABAYA, VIA SAIGON AND SINGAPORE.

The Co's Steamship
Camorta,
Captain QUENTE, will be despatched as above on or about the 6th of December.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, November 28, 1884. 2000

For Havre and Hamburg.

VIA SUEZ CANAL.

The Steamship
Hesperia,
Captain WIGGILL, will be despatched for the above Ports on or about the 10th Proximo.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, November 6, 1884. 1878

China Navigation Company, Limited.

FOR PORT DARWIN, THURSDAY ISLAND, COCKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, &c.

The Steamship
Wooming,
Captain Hux, will be despatched for the above mentioned Ports on FRIDAY, the 12th December, 1884, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 13, 1884. 1844

Sailing Vessels.

FOR THE NEW YORK.

The 3/3 L.L.L. American Ship
Talever, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 25, 1884. 1806

For San Francisco.

The 3/3 L.L.L. British Ship
Honolulu,
Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 27, 1884. 1808

For Victoria, British Columbia.

The 3/3 L.L.L. British Bark
Nanaimo,
Dodd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, November 26, 1884. 1992

For Honolulu.

The American Bark
Ceylan,
Barnstow, Master, will load here for the above Port, and will have quick despatch.

<

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
COUNTRY BUTTER.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. cans.
Beef and Mutton in 5 lb. cans.
Canning and Dessert FRUITS in 25 lb. cans.
Assorted Canned VEGETABLES.
" Potatoes, Sausages and Sausage MEAT.
" Stuffed PEPPERS.
" Assorted SOUPS.
Richardson & Robinson's Celebrated Potted MEATS.
Lamb HAM.
Lamb TONGUES.
Clam OMELETTE.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCROTTAHS.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HONEY.
HONEY.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSENE OIL.

'KAISAR-I-HIND'
CIGARETTES
In crystallized boxes of 100 at \$6.50
per mille.

SPORTING AND RIFLE GUNPOWDER
in 150 Tins.

AGATE IRON WARE.
INSULATION RUBBER.
TUCKER'S PATENT PACKING.

HOMES' DISTRESS SIGNALS.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

PAINTS AND OILS.
TALLOW AND TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TUTTOSKY'S DESSERT FRUITS.
JORDON ALMONDS.

Two YORK HAMS.
PIONIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Tremouth BLOATERS.
Kipped HERRINGS.
Herrings a la SARDINES.

CAVIAR.
COCCATINA.
VAN HOUTTE COCOA.
Egg's COCOA.

COOKING STOVES.

PARLOUR STOVES.

CLARETS—

CHATEAU MARCAUX.
CHATEAU LA TOUR, pints and quarts.
1885. GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT—

SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1884).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINRAID'S LL WHISKY.
ROYAL CLARET WHISKY.
BOON'S OLD TOM.
E. & J. BURN'S IRISH WHISKY.
ROSE'S LIME JUICE COGNAC.
NOLAN PRAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
EASTERN ORDER.
CHARTREUSE.
MARSHALL'S.
CURAÇAO.
ANGOSTURA, Bittern and Orange
Bitters.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURN, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

SPECIALTY SELECTED

CIGARS.

Five New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOV @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, November 22, 1884. 1070

For Sale.

NOW PUBLISHED.
**BUDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS,**
BY
ERNEST J. EITEL, Ph.D., TUBING.
THIRD EDITION.
Revised, with ADDITIONS.
Frico, \$1.50.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1884. 1308

COURSE, DISTANCE,
AND
AVERAGE SPEED TABLES,
FROM
LONDON, via THE SUEZ CANAL,
TO
INDIA, CHINA, JAPAN, &c.,
WITH
VARIOUS OTHER TABLES AND NOTES,
BY
W. A. GULLAND.
To be obtained at the
'CHINA MAIL' OFFICE,
Messrs. LANE, CRAWFORD & Co.,
Agents, HONGKONG & Co.
Hongkong, September 2, 1884. 1475

Intimations.

NOTICE.

ORIENTAL BANK CORPORATION
IN LIQUIDATION.
ALL HOLDERS OF NOTES OF THE
ORIENTAL BANK CORPORATION
(HONGKONG BRANCH), are hereby
requested to present them to the Liquidator
of the Bank, when they will be given
in exchange, a certificate of the value of
the Notes deposited.
Holders of Notes will be required to
Furnish to the Liquidators of the Bank,
a schedule in duplicate, giving the date of
Issue, Number and Amount of each Note
produced.
Forms of Schedule may be had on applica-
tion at the Office of the ORIENTAL BANK
Corporation, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR

ORIENTAL BANK CORPORATION,
By its Attorneys,
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, August 2, 1884. 1285

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON
ERATED WATERS.

Have Removed from the BEACONFIELD
ARCADE to larger Premises
1, DUDELL STREET,
Where they continue to Supply:

SODA WATER, LEMONADE,
Tonic, CRANBERRY,
SALTZ, RASPBERRYADE,
SARAPARILLA, &c., &c., &c.
At the same Moderate Charges.

D. K. GRIFFITH,
Proprietor.

Hongkong, July 28, 1884. 1246

DIAMOND AND TARTAN SLIP,

NAGASAKI.

THE Undersigned have been appointed
AGENTS FOR THE IMPERIAL GOV-
VERNMENT DOCK AND PATENT
SLIP at Nagasaki, and are prepared to
Supply Piers for the DOCKING, CLEANING,
PAINTING, &c., of VESSELS. The ENGINE
Works in connection with the Dockyard are
under the direction of experienced EN-
GINEERS and possess all the necessary ap-
paratus for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.
Nagasaki, March, 1884. 645

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.

Ex Djennah.
H.N.M. (in tria), Nos. 6, 9, 2 cases
Earthenware, &c., from London.

Ex Orie.
H.N.M. (in tria), Nos. 4-5-2 cases Hard-
ware, from London.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 20, 1884. 1649

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ALMAHA, American 3-m. schooner, Capt.
E. G. Lapham, Birley, Dalrymple & Co.

EXPORTER, American barque, Capt. John
P. Wosler, Melchers & Co.

IRO, German barque, Captain G. Hockel-
mann, Weller & Co.

LIVINGSIDE, German barque, Capt. H.
Stoffens, Weller & Co.

MARY STEWART, British barque, Capt.
G. C. Thompson, Master.

MILK, British barque, Capt. Constance,
Gibb, Livingston & Co.

MOUNT LEBANON, British steamer, Capt.
D. Maxwell, Borno Company, Limited.

NANAIMO, British barque, Captain John
Dodd, Arnold, Karberg & Co.

SARAH HUNTER, American ship, Capt. J.
Baas, Arnold, Karberg & Co.

Hongkong, November 5, 1883. 855

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon.	Canoria (s)	Oreille.	Jardine, Matheson & Co.	About December 6.
Bombay, via Straits.	Chitra (s)	Pocock.	P. & O. S. N. Co.	Dec. 6, at daylight.
Hankow, via Hongkong.	Thales (s)	Fraser.	Douglas Laing & Co.	December 1, at noon.
Havre, &c., via Suez Canal.	Casapedia (s)	Russell & Co.	Russell & Co.	December 8, at 5 p.m.
Havre, &c., via Suez Canal.	Hesperia (s)	Wagner.	Siemssen & Co.	About December 10.
Hankow, via Hongkong.	Amatista (s)	Hamilton.	Russell & Co.	December 1, at 10 a.m.
Hankow, via Hongkong.	Ceylon (s)	Barrow.	Russell & Co.	December 1, at 3 p.m.
London, via Suez Canal.	Glenfruin (s)	Jardine, Matheson & Co.	Jardine, Matheson & Co.	December 9, at 4 p.m.
London, &c., via Suez Canal.	Rosetta (s)	G. W. Brady.	P. & O. S. N. Co.	December 2, at noon.
Marseilles, &c., via Saigon.	Immacolata (s)	Mace.	Messageries Maritimes.	December 2, at 2 p.m.
Nagasaki.	Cassandra (s)	H. Lindemann.	Siemssen & Co.	December 2, at 3 p.m.
New York.	Wandering Jew.	Talpey.	Russell & Co.	December 15, at 3 p.m.
San Francisco, via Yokohama.	Oceanic (s)	Edwards.	Russell & Co.	quick dispatch.
San Francisco.	Hutchins (s)	Croft.	Russell & Co.	December 1, at noon.
Swatow, Amoy and Foochow.	Kwangtung (s)	Young.	Douglas Laing & Co.	Nov. 20, at daylight.
Sydney and Melbourne, &c.	Woolong (s)	Bunt.	Butterfield & Swire.	Dec. 12, at daylight.
Victoria (British Columbia).	Nanaimo.	Dodd.	Russell & Co.	December 1.
Yokohama and Higo.	Benary (s)	Gibb, Livingston & Co.	Gibb, Livingston & Co.	quick dispatch.
Yokohama and Higo.	Cardigan (s)	Adamson, Bell & Co.	Adamson, Bell & Co.	quick dispatch.
Yokohama and Higo.	Camellia (s)	Wildgoose.	Russell & Co.	quick dispatch.

SHARE LIST.—QUOTATIONS.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Portion per Last Report.	Balance of Fund.	Closing Quotations.
Hongkong and Shanghai Bank Corporation.	50,000	125	125	4,400,000	51,443	115
BANKS.						
North-China Insurance Company, Limited.	5,000	200	50	115	640,107	115
Yangtze Insurance Company, Limited.	8,000	212	252	50,000	496,329	540
Union Insurance Society Company, Limited.	2,000	125	25	634,000	167,381	264
China Trade Insurance Company, Limited.	24,000	83.33	25	600,000	469,560	872
Canton Insurance Company, Limited.	10,000	250	50	108,000	285,231	385
Chinese Insurance Company, Limited.	1,500	1,000	200	28,711.50	35,175.20	360
Hongkong Fire Insurance Co., Limited.	8,000	250	50	885,000	516,978	567
China Fire Insurance Company, Limited.	20,000	100	20	516,978	160,978.25	567
STEAM COMPANIES.						
H.K. & M. Steamship Co., Limited.	8,000	100	75	213,000	34,638	100
Indo-China S. N. Co., Ltd. 60,000 sh. issued.	18,387	10	10	10	25	discount
China and Manila S. S. Company, Limited.	3,500	100	all	...	30	discount
MISCELLANEOUS.						
Hongkong & Whampoa Dock Co., Limited.	10,000	125	125	18,000	6,401.96	40
H.K. & China Gas Company, Limited.	1,000	10	10	8,552.10
New Shares.						
Hongkong Hotel Co., Ltd. 3,000 sh. issued.	2,000	100	120	...
China Sugar Company, Limited.	1,000	100	100	...	6,629.70	104
Hongkong Ice Company, Limited.	1,250	100	100	24,250	543.83	145
Hongkong Bakery Company, Limited.	6,000	50	50	6,000	656.32	120
Luzon Sugar Company, Limited.	7,000	100	100	...	4,000.65	470
Perak Tin Mining & Smelting Co., Limited.	5,000	60	all	...	First year	...
Selangor Tin Mining Co., Ltd. of Shanghai.	2,500	100	all	...	do.	...
Hongkong Rope Manufacturing Co., Limited.	3,000	50	all	...	do.	...
LOANS.						
Chinese Imperial 1874.	6,276	100	all	...	June 30 Dec. 31	...
" 1877.	16,040	100	all	...	Feb. 28 Apr. 30	...
" 1878.	8,897	100	all	...	April & October	...
" 1881.	8,897	100	all	...	June 1 & Dec. 1	...
Sugar Debentures, 1880.	600	500	all	...	June & Dec. 1	...

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
T. Risks on First Class Goods at 1
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 939

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL.—Two MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

To-day's Advertisements.

UNION LINE.

FOR YOKOHAMA AND HIGO.
The Steamship
Cambodia,
Capt. Widdowson, due on
the 2nd December, with Mails for
Yokohama, Kobe, and Japan.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, November 29, 1884. 2010

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 13th
December, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.
All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

Return Passengers.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20 per cent. from Return Fare. If re-embarking
within one year, an allowance of 10 per cent.
will be made from Return Fare. Pre-Paid Re-
turn Passengers, Order, available for one year,
will be issued at a Discount of 25 per cent.
from Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Office
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agents, the
Company, No. 50A, Queen's Road Central,
HONGKONG.

F. E. FOSTER,
Agent.
Hongkong, November 29, 1884. 2009

To-day's Advertisements.

CITY HALL.

HONGKONG.

SIGNORA AND SIGNOR VITA
have the honour to announce
that they will give
A GRAND CONCERT
in the
ST. ANDREW'S HALL,
CITY HALL,
on
TUESDAY,
the 26th December.

Under the distinguished Patronage and in
the Presence of His Excellency
Sir GEORGE FERGUSON BOWEN,
G.O.M.G.,
on which occasion several
LADIES & GENTLEMEN AMATEURS
will kindly assist.

Programmes and full Particulars will ap-
pear in a future issue.

Tickets may be had at Messrs. LANE,
CRAWFORD & Co.,
Hongkong, November 29, 1884. 2008

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR HONGKONG AND HAIPHONG.
The Co.'s Steamship
Amatista,
Capt. HAMILTON, will be
despatched for the above
Ports on MONDAY, the 1st December next,
at 10 a.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, November 29, 1884. 2006

FOR LONDON VIA SUEZ CANAL.

The Steamship
Glenfruin,
Capt. NORMAN, will be
despatched for the above
Ports on MONDAY, the 1st December, at 3 p.m.

This Steamer has superior Accommoda-
tion for Passengers, and carries a Doctor
and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, November 29, 1884. 2007

SHIPPING.

ARRIVALS.

November 23, 1884.—
Davis, German steamer, 810 T. Zerrin.
Newchwang and Chefoo, December 21.
Buenos Aires and Genoa, December 21.
Amatista, British steamer, 522 T. Thos.
Hamilton, Pakhoi November 24, Hoihow 25,
and Macao 28, General.—RUSSELL & Co.

November 29.—
Edinburgh, French steamer, 2,000 T. Capt.
Fournier, Taiwan November 27.
Kang Lee, American steamer, 1,504 T.
Andrews, Shanghai November 25, General.
—RUSSELL & Co.

Glenfruin, British steamer, 1,013 T.
Norman, Swatow November 28, General.
—JARDINE, MATHESON & Co.

Mura Maru, Japanese steamer, 565 T.
Thompson, Manila November 22, Ballast.
—CAPTAIN.

Granada, Spanish steamer, 403 T. Men-
diz, Manila, November 25, Ballast.
—RUSSELL & Co.

Ella, German steamer, 552 T. Knuchert,
Newchwang November 16, Beans.—WHEELER
& Co.

DEPARTURES.

November 29.—
F. C. Sison, for Hongkong.
Fouchy for Hongkong.
Peking for Whampoa.

CLEARED.

Diamond, for Amoy.
Greyhound, for Hoihow.
Kioyoo, for Singapore.
Thales, for Hongkong.
Kwangtung, for Coast Ports.
Hiram Emory, for Manila.
Iphigenia, for Bangkok.

PASSENGERS.

ARRIVED.
Per Davis, from Newchwang, &c., 3
Chinese.
Per Amatista, from Pakhoi, &c., Mr.
Mason, and 4 Chinese.
Per Kang Lee, from Swatow, Mr. Pak-
ker, and 140 Chinese.
Per Glenfruin, from Swatow, Mr. Adams
and 4 children, Messrs. Sayle, Lattie
and Bowman, and 240 Chinese.
Per Ella, from Newchwang, 2 Chinese.

DEPARTED.
Per Randy, for New York, Capt. and
Mrs. Spencer and 3 children.
Per Greyhound, for Hoihow, 50 Chinese.
Per Kwangtung, for Swatow, 3 Euro-
peans, and

ruined because France chooses to carry on a desultory and ineffective warfare in order to save the pockets of the French taxpayers. England, America, and perhaps Germany have larger trade interests in China than France, and if the Government at Paris has a quarrel with the one at Peking, it is clearly the duty of the French to make reasonable sacrifices in order that the dispute may be settled with as little injury to the interests of neutral Powers as possible. Some persons seem to imagine that it is the duty of France to declare war against China, and that a better state of affairs would prevail if this were done. This is a mistake. If either nation labours under an unfair disadvantage through the other not declaring war, the nation thus placed at a disadvantage may at once remedy this state of affairs by declaring war on her own account. Practically no doubt, a formal declaration of war would result in trade being more trammelled than it is at the present time, while it is not easy to see how either of the belligerents would be benefited by it. It is true that French men-of-war would not be able to make such free use of Hongkong harbour as they do at present, but, on the other hand, the import of munitions and appliances of war into China, and the employment of foreigners in the Chinese military and naval services, would be made branches of the laws of neutrality. A declaration of war need not also be followed by increased activity on the part of the belligerents.

Any Chinese naval operations for the relief of Formosa are likely to end in smoke, or disaster to the native vessels engaged in them. The Chinese can do nothing against the French ironclads and fast cruisers, excepting perhaps to draw an attack upon Port Arthur, or the other places of refuge for the Chinese men-of-war. It is in Tonquin only that the Chinese can hope to operate against the French with the slightest chance of success. Certain telegrams in the American papers indicate that the French themselves intend to assume the offensive in that direction, and that, instead of a march upon Peking, the occupation of Canton will be attempted. There is one good reason for such an operation. It could be carried out with less expenditure of troops than would be required for a march upon Peking. If a French army were landed in the north, it would still be necessary for another force of say 20,000 men to remain in Tonquin to guard the borders against heavy invading armies of the Chinese. On the other hand, the French army now in Tonquin could be largely utilized for an advance over the borders into any one of the southern provinces. It would drive back the Chinese forces as it advanced. For an invasion of the southern provinces, reinforcements of say 25,000 men would probably be sufficient, but for a march upon Peking double that number of additional troops would be required. The fatal drawback to a campaign in the south is that it might utterly fail to bring the Chinese Government to terms. Unless it is speedily undertaken it will also have to be postponed for another year, in fact beyond the occupation of Formosa and possibly the bombardment of some Chinese sea defences, the French are now extending measures to undertake the Chinese Government to permit the rivers to open in the 15th. It is almost too late now to think about sending out troops for an advance into the southern provinces—perhaps to Canton.

TELEGRAMS

LONDON, Nov. 28.
The Chamber of Deputies has approved a vote of credit for 40,000,000 francs, for operations in Tonquin, by a large majority. M. Ferry declared that France would occupy Formosa permanently, unless the indemnity is paid.

LOCAL AND GENERAL.

PAKED CANNALS.—Melbourne, Nov. 10.
The next French Mail, by the M. steamer *Natal*, passed Cape St. James for this port on Wednesday, the 20th instant, at 9.45 a.m., and may be expected to arrive here on or about Sunday, the 30th instant.

The S. S. *Gleichen* left Singapore for this port on the 19th inst.
The S. S. *Cardigan* left Singapore for this port on the 24th inst.
The S. S. *Neel* left Singapore for this port on the 27th inst.

The Union Line steamer *Cambodia* left Singapore for this port on the 20th inst.
The *Calcutta* steamer, with the eleventh sale's option, left for Hongkong on the 19th inst.

DOCK MOVEMENTS.

The *Griffin* went to Kowloon Dock to-day.
The *Chung Hock Kien* went to Kowloon Dock to-day.
The *Denary* went to Kowloon Dock to-day.

The next Manila Race Meeting has been fixed for the 29th, 30th, and 31st January, 1885.

One of the dredgers which fouled during the late typhoon in Manila was successfully floated on the 27th instant.

On the 24th instant the Director of the Manila Observatory announced:—“There are signs of a distant typhoon to the N.E. of Luzon.”

Messrs Jardine, Matheson and Co. inform us that the S. S. *Fry-yang*, from Calcutta, left Singapore for this port to-day, the 29th instant.

The steamship *Dora Tilly*, Captain Young, which left here on the 14th instant for Yokohama, has been compelled to take refuge at Keelung, on account of her boiler tubes leaking.

Messrs Russell & Co. inform us that the Union Line steamer *Cambodia* left Singapore for this port this morning, and may be expected to arrive here on or about the 5th proximo.

The French gunboat *Leprieux*, which arrived here yesterday, is, we believe, shortly to proceed to Tonquin. The other French men-of-war in port are here for the purpose of being repaired.

We have received a portion of part 6 of Mr Ferguson's valuable manual of international law. It is to be hoped the work will be completed before the end of the year. Just now is a most opportune time for publishing it.

The auction of the furniture at the ‘Star Hotel’ commenced at 11 o'clock this morning. Mr Lamert disposing of it in a little more than an hour. The bar-fittings, lease and good-will were then put up, but there was no bidder. The upset price was \$2,000.

The *Gleichen*, which left Singapore on the 19th instant, has not yet put in an appearance. She may have been kept back by the weather, or possibly have taken another vessel in tow. We understand that fifteen lady missionaries are on board, and also a new master for the Central School.

We are requested to state that the annual Bazaar of Needlework and Fancy Goods, in connection with the Society of St. Vincent de Paul, will be held to-morrow at 1 p.m., in the Hall of the Society in the Italian Mission House in Pottinger Street. As this is a charitable institution, it deserves the patronage of the community generally.

A San Francisco paper states that there were 500 cases of cartridges shipped by John A. Anthony on the steamer *City of Peking* on her last trip, and consigned to Schmidt & Co., Shanghai. Shipments were also made to the same house through Williams, Diamond & Co. of 84 cases of rifles, 10 cases of bayonets and 2 cases of scabbards. The whole are valued at \$26,500.

Advices received from the East, says the San Francisco *Chronicle*, state that the owners of the steamer *San Pablo* (the Central Pacific Railroad Company) are so well pleased with the speed and ability of that vessel that they have already drawn up for two ships, of 7000 tons each, for the Company's service between this port and China, to replace the chartered English boats now in use. The *Cramps*, who built the *San Pablo*, are to get the contract.

Siavon Viza is now able to announce definitely the date of his next concert. It will take on the evening of Tuesday, 9th November. Among the items on the programme, which has not yet been arranged, will be a performance by three ladies on one piano, a trio for the violin, violoncello, and piano, and two vocal quartettes. These should be enough in themselves to draw a good audience.

A Cricket match was played to-day between an Eleven of the Hongkong Cricket Club and fourteen Non-Commissioned Officers and men of the Buffs and Royal Artillery. The Eleven batted first for a total of 135, to which Lieut. H. St. D. Jarrett contributed 48, obtaining a 6, a 5 and a 4 before being caught. The fourteen made 100, Corporal Brewer R.A. contributing 29 and Corporal Shepherd of the Buffs 22 before being bowled by Mr H. G. Rice.

The American schooner *Breeze*, Captain Collyer, arrived at Manila on the 24th November from Mariana Island. The *Breeze* is a small pleasure boat, schooner-rigged, of 19 tons only, commanded by her owner, Captain Collyer. This smart little vessel had made a voyage from Japan to Mariana Islands, during which she experienced no less than three typhoons. The *Breeze* brought news that the British schooner *Beatrice* arrived at Agaña (Mariana Island) from Japan, on the 7th November.

Our article on the political situation was written before the telegram was received announcing that a sum of nearly two millions of pounds sterling has been voted by the French Chamber of Deputies for war purposes, and that M. Ferry has stated that, unless China pays the indemnity, Formosa will be permanently occupied. It is evidently the intention of the French to adopt vigorous action in Tonquin, and to carry through the occupation of Formosa. The Chamber has given the reply to the Chinese proposals, which M. Ferry said it should give—voted a considerable war credit. Of course this vote and this statement about the permanent occupation of Formosa may be intended as a little ‘bluff,’ but there are no substantial grounds for arriving at such a conclusion. The two millions of pounds will be swallowed up in a short time by the expenses of the army in Tonquin, especially with the addition of the 7,000 more troops now coming out here. Keeping a European army of over 20,000 men in the Far East is an expensive proceeding. If the Chinese, by their operations on the borders, necessitate a large foreign army being kept in Tonquin, the French will not be able to cover the cost of maintaining their forces in the Far East by any revenue derived from Formosa. It is only in Tonquin that

the Chinese will be able to retaliate against the French. There they can cause the French as much annoyance and expense as the French can do them harm by the occupation of Formosa, or by naval operations along the coast. Probably this point is not fully appreciated in France at the present time. France cannot take possession of Formosa and quietly wait for the Chinese to come to terms. If China energetically drags her forces after foreign methods, and concentrates them in the southern provinces, she can force France to fight, and to maintain a large army in an unhealthy part of the Far East. The avowed intention of France is to occupy Formosa under certain circumstances, namely, the non-payment of the indemnity, presumably at once, may possibly be resisted by neutral Powers. We question, however, if England will interfere in the matter, unless she is supported by other nations. The whole situation certainly becomes more serious every day.

A CORRESPONDENT writes to us from Shanghai, under date of the 21st November:—“We are likely to have a stirring time during the winter. The best of the Chinese men-of-war are preparing for an attempt to afford relief to their countrymen in Formosa. The raising of funds is also under consideration, and the expulsion of all foreigners from the interior has been talked of, but there will be difficulties in the way of carrying out that desire. A large band of defeated and unpaid ‘braves’ appear to have deserted from the Chinese army in Tonquin, and worked their way across the provinces of Yun-nan and Kwang-Si, into Kwei-Chow, whence they are said to be marching on to Chung-Ching, our only port in Sui-Chuan. These military marauders are destroying all Christian chapels and mission houses, as well as the private houses of any poor Christians they happen to discover.”

SERVICES OF THE CHURCH OF ENGLAND FOR TO-MORROW.—LITANY, HYMN, AND ADVENT, ST. ANDREW'S DAY.

Cathedral.
8 a.m.—Parade Service. Morning Prayer and Sermon. Rev. J. B. Ost and Rev. W. Jennings.
11 a.m.—Morning Prayer, Sermon, and Holy Communion. The Colonial Chaplain and Rev. J. B. Ost.
3.30 p.m.—Children's Service. The Colonial Chaplain.

5.45 p.m.—Evening Prayer and Sermon. The Colonial Chaplain.
St. Peter's Church.
5 p.m.—Evening Prayer and Sermon. Rev. J. B. Ost.
St. Stephen's Church (all Services in Chinese).
11 a.m.—Morning Prayer, &c., Rev. Fong Yat San.
6.30 p.m.—Evening Prayer and Sermon. Rev. J. B. Ost and Fong Yat San.

We hear from good source that the Russian Minister at Peking has strongly remonstrated to the Tung-Yi-Yamen with regard to the outrages made on the French Catholic Mission in the province of Quang-tung.—*Catholic Register*.

One well-known coach driver in the Western district of Victoria has been driving the coach from Hamilton to Harrow and back for 15 years. In sunshine and in rain, during tempests and calm, he has occupied the box seat, and a few weeks ago, on reckoning up, found he had driven 30,000 miles. During all that time he only met with two accidents, and neither of these resulted in injury to life or limb. This is considered a wonderful record, especially when the fact is taken into consideration that there are some places of road that for being dangerous are not to be surpassed by any in the colony.

This proposed tramway scheme for Melbourne provides for the laying down of about 50 miles of tramway, out of which 34 miles will be constructed on the cable system, and the balance on horse-tramways. The total expenditure is estimated at \$397,000. In this connection it is interesting to note, from a New South Wales Parliamentary return, that the Sydney tramways show an annual loss of nearly £10,000. It is stated three lines last year netted a total of £13,933. Five other lines netted—£43,449, so that the sum of £39,311 has been lost on the year. There is considerable divergence of opinion as to the returns which the Melbourne system will give for an outlay of nearly £1,000,000.

The Shanghai *Courier* states that the following telegrams ‘are said’ to have been received in Shanghai:—

Keelung, 20th Nov., 1884.—On the 13th and 14th November a detachment from the French Camp on the outskirts of Keelung attacked the defences raised by the Chinese on the Tamui Road. The Chinese, after having experienced severe loss, retreated from their entrenchments, which have been destroyed. Their cantonments have been burnt down.

On the 18th November the Black Flags and Yun-nan regulars, under the command of Liu Jung-fu, entrenched on the Riviere Claire, were routed by Colonel Duchesne. The Chinese lost their settlements and stores and withdrew in disorder into the neighbouring forests.

The Captains of the Chinese men-of-war profess to have no fear of the French, but profess to be no longer to be relied upon.

There are two Chinese men-of-war preparing for an attack on the French fleet blockading the Formosa coast, which are having from ransoms added to their defensive armament. A question was asked yesterday by the foreign Captain of one of these boats of the firm that has the contract as to how long the work would be before it was completed. The Chinese Captain, who thereupon put his hand to his mouth, whispered to the foreign contractor—“Talk to these moons.” We believe the work is to be completed in a few days, but it is evident the Chinese Captain is in no hurry to try conclusions with the French, hence his side to the contractor. In three months, the difficulty between France and China might be settled, so that the Chinese Captain would then not be reduced to the disagreeable necessity of going over to Formosa otherwise than on a peaceful errand.—*N. C. D. News*.

PIRACIES are raging at large on the neighbouring mainland, not far from Hongkong. We hear that a meeting took place of the elders of the infected villages to determine what could be done to defend themselves from such bad visitors. It appears that the Chinese Authorities do not wish, or are not able, to put a stop to the piracy. There is no doubt that they are not good neighbours to our colony.—*Catholic Register*.

SHOOTING COMPETITION.

This afternoon the return carbine match between a team representing the Volunteers, and a team representing the Old Battery of Royal Artillery stationed here came off at the Kowloon Ranges, and resulted in the Volunteers avenging their defeat of last year. The conditions were exactly the same as last year, five shots each at 200, 300 and 400 yards, with the Martini Henri carbine. There was rather a strong breeze blowing across the range from right to left, especially at the 200 and 300 yards ranges. Otherwise, the conditions for firing were favourable. Below are given the totals at each range of each scorer and also the grand totals:—

ROYAL ARTILLERY.			
Yds.	Yds.	Yds.	Total.
Gr. Carey	16	16	32
Gr. Blandford	16	16	32
Gr. Connolly	11	16	27
Gr. Houghton	19	16	35
Gr. Moore	16	16	32
Gr. Pollock	19	16	35
Gr. Smith	16	16	32
Gr. Walsh	16	16	32
Gr. Blandford	16	16	32
Gr. J. Wilson	16	16	32
158 158 158 468			

Police Intelligence.—(Before E. Maden Esq.) Saturday Nov. 29.

This morning, Acting Sergeant A. Mann, on searching the box of a Chinaman, named Chan Kin Yau, found two loaded revolvers in it. The Magistrate ordered the weapons to be confiscated, the property of the owner, who was accused of having the arms in his possession contrary to the provisions of the law.

(Before A. G. Wise, Esq.)

Wong Afat, boatman, admitted having sold two bottles of gin to some thirty souls on board the British ship *Western Monarch*. Wong was caught in the act of dispensing his very acceptable fire water to the crew by the third officer, Mr A. B. Waters. The Magistrate fined Wong \$10, and gave him the option of going to gaol for three weeks.

Thomas Gleeson, private in the Buffs and also a master cook to the regiment, this morning found one of his Chinese assistants had enveloped himself in eighteen and three quarters of a pound of beef, the property of Her Majesty, with a view to either roasting himself and his friends to a magnificent feast, or of converting it into money. Prisoner got one month's hard labour.

Explosion on Board a French man-of-war.

The French corvette *Edaureux*, which arrived here from Taiwanfo this morning, brought the news of a sad catastrophe which occurred on board the *Diguat* of Genouilly. On the 22nd instant, or thereabout, while this vessel was steaming about near the port of Keelung, one of her boilers exploded and killed twelve or thirteen men and injured four or five others. No details as to the extent of the damage done to the ship itself has come to hand, but the ship is still able to steam with one boiler.

Formosa.

(From our Correspondent.)

Takow, Nov. 12th.
Nov. 2nd.—*Fehoo* left about 3 o'clock for Anping, and as we subsequently heard, arrived there at about dusk and steamed into her anchorage without communicating with the French, in spite of signals and a gun fired. Three Frenchmen at Anping—one north, one south and one off the port.

Nov. 3rd.—*Fehoo* landed Mr Harding, the Inspector of Lights at Anping, and shortly after proceeded to the *D'Edaureux*.

From that moment all is conjecture. After remaining alongside about half an hour, she proceeded immediately to the north, flying no flag, and making no signals. Mr Harding is left at Anping, with a wardrobe amounting to the suit of clothes he arrived in. Now Mr Harding is chubby, and yet inhabitants of Taiwanfo tend to length of limb and symmetrical waists. I think that Mr Harding will be clothed only too well.

Nov. 4th.—Nothing further new re *Fehoo*. Three junks arrived here from Anping. Did not see any Frenchmen. Truly a most effective blockade! French still continue firing at junks, apparently on the principle of target practice.

Nov. 6th.—Yang, our civil mandarin, the Piatow magistrate, and Chun, a military chief, with a large military escort, are dispatched to Bang Cum-sing, a village 30 miles in the interior and close to the foot of the mountains, to stop a disturbance, which, from information received, French junks came off the day before they left. The circumstances are as follow. The inhabitants of the village of Bang Cum Sing are almost all converts of the Jesuit Padre who has for many years lived quietly there, and who (as far as I have personally observed the results of his labours) has done much good and is much respected by his village.

In the immediate neighbourhood, at the

base of the hills, are many villages of Hakkas, or hill men, who, originally imported from the Kwantung provinces on the mainland, to protect the frontier here, are now, when occasion offers, undoubtedly freebooters and hard fighters.

A quarrel commenced between the Hakkas and converts, resulting in one or two of the former being killed. An attack was made on the village by the Hakkas, and, after a fight, the village was blockaded. The hill men, being of a practical and business-like turn of mind, utilised the blockade in a manner which might be a useful lesson to the French. Anyone was allowed to pass in or out, on payment, the amount demanded being \$12 for a man and \$24 for a woman.

The Padre sent down word to the Consul that his village and himself were to be burnt on the night of the 16th (Chinese month); and, on representation, the Tao-tai sent the before-mentioned officials to the spot.

So far no news has been received of the result, but as the Tao-tai is most anxious to be on good terms with the Hakkas at the moment, it is more than probable that, if he ‘must off,’ why it will be those of the converts.

November 6th.—*Lutia* steams slowly north, a long, and most respectful departure. News is received here which offers some explanation of the difficulties into which the *Fehoo* has apparently got. It appears that the Customs mail bag, which she brought from Amoy, and which the French allowed most courteously, and much to our astonishment, to be landed unopened, contained most important despatches to the Tao-tai. It is surmised that between the time of the departure of the *Fehoo* south, and her return to Anping, that the French became aware of this fact. The puzzle is how, as with the exception of M. S. Fly's boat, who knew nothing about despatches, their means of acquiring this knowledge were limited, if they did acquire it? Of course we are without any news as to her fate.

November 7th.—Return of the authorities from Bang Cum Sing. Result—magistrate reports the whole affair the fault of the converts. Three converts will shortly be able to test the advisability of deserting one religion for another. Sentence deprecation. The converts made a mistake; they would not allow the magistrates to enter the village for some time. Threatened to fire on them. As a matter of fact these converts are a nuisance. They embrace, or profess to do so, Christianity, and consider themselves embraced by all Europe in return. We are Christians, no more Chinese authorities for us. I think the Padre is hurt that the *Fly* did not send up an armed party to protect him. ‘Only 30 miles.’

Nov. 8th.—*Villars* cruising off the Port. Small fort fired four shots at her. Direction good, but all about one mile short.

Nov. 9th.—Large fort Saracen's Head, jealous of the smaller one, plays at long bowls in the afternoon. *Villars* eight miles off; after two shots gave it up as hopeless.

Nov. 10th.—Two feet of water only in the middle of the entrance. Stones shot at low water. Joy of contractor! Authorities pat each other on the back!

Nov. 11th.—Strong wind and tide in the night. Eleven feet in the entrance; grief of contractor! Wrath of authorities. *Kwang-tung* sighted from Anping; communicates with French and goes away.

Nov. 12th.—The Amoy Commissioner proves to have been on board *Kwang-tung*. She brought no mail; only some few private letters, chiefly for Customs. *Lutia* handed them to *Fly*. *Lutia* signalled mail on board; we looked on her as the relief of Formosa; now we don't. Not a line or hint as to chances of peace or war. Reported French disaster at Keelung from Chinese. *Fehoo* was seized because she did not anchor alongside of and outside the French, as she promised Admiral Leques to do. Sent north to Courbet for his decision.

THE FOURNIER MEMORANDUM.

OFFICIAL STATEMENT ON BEHALF OF THE VICEROY OF CHINA.

We invite the attention of our readers to the fact that Captain Fournier, in a letter addressed to M. Ferry which is now made public, explicitly declares having granted the Chinese Government the right of contractors at work dredging the bed of the canal for a distance of several miles into the interior. The projectors of the enterprise are really in earnest in the matter, but they have apparently no adequate conception of the difficulties to be encountered. For instance, they did not have any accurate geological survey of the isthmus and the route made before beginning, and the consequence is that when they began they did not know what they were going to encounter under the ground. Where they are at work now they are comparatively easy, but when they get to the mountains and have to make these tremendous cuts, there will probably be a cessation for want of funds. You see, there is no telling what they will meet with in that sort of work. Indeed, it is impossible to estimate, and I hear there is plenty of quackery, while every body knows there is a superabundance of rock.

“What do you think is the future of the canal?”
“It will take, in my opinion, \$400,000,000 to do this work, and then I don't believe it can be accomplished on the plan originally made for the canal without locks. It may be completed some time, but if so, it will probably be after the original investors and a good many others have stepped down and out. Of course, money enough will be found to complete anything, but I don't think it will be found practicable to put the amount into this enterprise that it will require for its successful completion.”
“And what do you think of other routes and other canal schemes in that section?”
“No better, said the Commodore. ‘I don't believe they would cost any less than this one. Railway transportation is, I

will be forthcoming. It is now the Chinese turn to speak.—*N. C. D. News*.

Tientsin, 24th November, 10.58 a.m.
To the Editor of the ‘NORTH-CHINA DAILY NEWS.’

Sir,—Being informed that Captain Fournier in a letter that has been made public denies having made the assurances in the Fournier Memorandum presented to Li Chung-tung on the 17th May last, we beg to state that we were present at the interview Captain Fournier had with His Excellency on that day, and we positively declare that we saw with our own eyes Captain Fournier with his own hand make the said assurances and put his initials thereto.—We remain, yours obediently,
MA KEN-CHUNG.
Lo Fong-tai.
(Seal).

THE PANAMA CANAL.

FRANCE TO DECLARE A PROTECTORATE OVER THE ISTHMUS.

New York, October 28.—Captain Bedford Pim, Royal Navy, a recognized authority on Central American matters, and well known through his efforts, begun in 1881, to open up transit across Nicaragua, arrived in this city yesterday from the Isthmus of Panama, where he has been making a careful examination of the work done and to be done on the canal. He says his trip was not an official one, but he was going to Washington to communicate the result of his observations to Secretary Frelinghuysen, and did not care to say too much in regard to the matter beforehand. The French treated me with the greatest courtesy during my examination of the works, he said, and expressed a willingness to let the canal scheme involve interests so large, I would not care to speak of them without great consideration. But, leaving the canal out of sight, things in Panama are in a most exciting condition. Yellow fever is raging in the deadliest form. Men are taken down and are dead in three days. They are dying off by wholesale, but the people think they are not dying fast enough, and those who are alive and well are running a revolution without head or tail to it and killing each other off like wildcats. The French want to get the isthmus into their power, and no one doubts that they will succeed. It is expected that the tricolor flag will be run up in a few days at the furthest and a French protectorate declared. The people want to separate the State from the United States of Colombia and are only too glad to encourage the plans of the French.

“As for the canal, all I can say is that my original opinion of it, which I expressed in France and elsewhere, is not changed since the most careful examination. I have seen the canal through the eyes of a man who has to have it on a level with the sea so as to be the most preposterous one, as it will be necessary to cut through hills hundreds of feet high and where as much as eleven feet of water fall in a year. Had the system of locks been adopted, the plan could have been carried out and the canal might have been in operation at this date. But even if you admit the possibility of carrying the plans of De Lesseps to a successful issue, at the rate at which the work is now carried on it could not possibly be finished inside of twenty years, dating from to-day. This is a long while from the time set for the completion of the work; and then, again, the carrying on of the work has been attended by the most reckless extravagance in the expenditure of money, and great want of foresight has been shown. No vessel can approach within three miles of the outlet of the canal into the Gulf of Panama on account of shoals, and all passengers and supplies will have to be towed in on a small tug-boat. These are an admirable opportunity to make a landing for vessels, and had that been done at first it would have saved already more than enough to pay its cost, and it will, of course, have to be done eventually.”

A TALK WITH COMMANDER SHEPHERD.
Washington, October 28.—Commander Shepherds of the United States navy has just returned to Washington from a visit to the Panama Canal. In conversation he said: “I was in San Francisco, and having a good deal of curiosity to see for myself just what the Panama Canal is and what is being done there, I went down and took a look at it. My conclusions were not very favorable as to the prospects for the completion of the enterprise, and I seriously doubt if it ever will be completed. They have already spent as much as the Suez Canal cost when open to traffic, and they have not even scratched the surface of the earth, nothing more. It is just as though I should take a pin and scratch the surface of this hard table beside me, and expect to go on until I had cut it in two. De Lesseps accomplished a great work, and now they are merely scratching the surface of the earth, nothing more. 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